



DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY ELEMENT
ALLIED FORCES SOUTHERN EUROPE
FPO AE 09620

ACAS-BC

19 January 2007

MEMORANDUM FOR ALL USANATO AFSOUTH MILITARY PERSONNEL

SUBJECT: Policy Memorandum #24 - Motorcycle Safety

Reference: Army in Europe Motorcycle Safety Campaign, 27 March 2006

1. All personnel assigned to the AFSOUTH Battalion will comply with the following minimum guidelines regarding the operation of a motorcycle:

a. First and foremost is the motorcycle definition: Any vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground, to include all of the following: large motorcycle, motor-driven cycle, speed-limited motor-driven cycle, moped, motor scooter, motorized or motor-assisted bicycle (regardless of engine size).

b. Be advised that riding a motorcycle is a privilege. Company commanders may restrict or prohibit your privilege to operate a motorcycle if you engage in unsafe behavior either on or off a motorcycle.

c. You must possess a valid stateside motorcycle license. Any exception to this requirement, for example a motorcycle license from a country other than the United States, must be personally approved by me. This is non-negotiable. A copy of your motorcycle license must be maintained at your National Support Element (NSE), if applicable, and your company headquarters.

d. You must possess a valid Motorcycle Safety Foundation course completion certificate. The basic requirement is that it be not older than 2 years. However, if your local community requires a more stringent standard, then the more stringent standard applies. A copy of your Motorcycle Safety Foundation course certificate must be maintained at your NSE, if applicable, and your company headquarters.

e. I will authorize permissive temporary duty (PTDY) for Soldiers who do not have access to Motorcycle Safety Foundation training in their local community. Your prior coordination with the supporting Safety Office, who provides the training, to identify course requirements is your responsibility.

f. You must complete the Motorcycle Risk-Management Worksheet, AE FORM 385-55B (TEMP), MAR 06, with your Senior Army Representative (SNR) if you are not co-located with your company headquarters. The signed form must be passed through your National Support Element (NSE) to the company headquarters. Company commanders will sign and date the form also. Soldiers co-located with their company headquarters will complete the form directly with

your company commander. Copies of the form will be maintained at the NSE, if applicable, and the company headquarters. The form is found on the USAREUR Safety Website and a copy is at the enclosure.

(1) In accordance with paragraph 12 of the Motorcycle Risk-Management Worksheet, commanders will apply suitable conditions to Soldiers who fall into the high or extremely high category in order to reduce the risk to the individual, for example a probationary period, restricted riding hours, or additional training. SNRs who complete the form with their Soldiers must recommend suitable measures, based upon the maturity level and experience of the Soldier, for concurrence by the company commander. The safety of the Soldier is the primary concern.

(2) The Motorcycle Risk-Management Worksheet must be reviewed quarterly. This is an individual's responsibility to ensure the matrix is updated accordingly.

g. You must complete the USANATO Commander's Motorcycle Rider Agreement form, dated 17 Oct 2006 (enclosure 2). You must review it quarterly with your commander or Senior Army Representative if you are not co-located with your company headquarters. The signed form must be passed through your National Support Element (NSE) to the company headquarters. Company commanders will sign and date the form also. Soldiers co-located with their company headquarters will complete the form directly with your company commander. Copies of the form will be maintained at the NSE, if applicable, and the company headquarters. The form is found on the USAREUR Safety Website and a copy is at the enclosure.

h. While riding on (or as a passenger on) a motorcycle, whether on a military installation or off, the following personal protective equipment is required:

(1) Helmet – Properly fastened (under the chin) protective helmet certified to meet U.S. Department of Transportation (DOT) standards and European motorcycle helmet standards (ECE). Fake or novelty helmets are prohibited.

NOTE: European *MOTORCYCLE* helmet standards (ECE) are compatible with those of the DOT. There are two major differences:

(A) Moped helmets are a different standard and **NOT FOR MOTORCYCLES**. One can use a motorcycle helmet on a moped but **NOT** vice-versa.

(B) DOT standard half helmets **DO NOT MEET** ECE requirements.

(2) Eye Protection – Properly worn eye protection devices (impact or shatter-resistant goggles or full-face shield properly attached to the helmet). A windshield, fairing, or eyeglasses alone are not proper eye protection.

(3) Clothing – Properly worn long-sleeve shirt or jacket, long trousers, and full-fingered leather gloves or mittens designed for use on a motorcycle; a brightly colored upper garment during the day and a reflective upper garment during the night. The outer upper garment

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shall be clearly visible and not covered. Military uniforms do not meet these criteria. Multicolored riding jackets meet this requirement.

(4) Foot Protection – Sturdy footwear that covers the ankle is mandatory (Sturdy footwear is considered to be durable athletic shoes, leather shoes, or leather boots). Open-toed shoes or sandals are not sturdy footwear.

(5) Headlights - All motorcycles *must* have headlights on at all times, except where prohibited by law.

2. Compliance with this policy is mandatory but it will not guarantee your safety -- it is only the beginning. You must recognize that your choice to ride a motorcycle automatically places you in a high risk situation. The environment you are operating in is chaotic, dangerous, and constant. You have complete control over your choices and you must choose wisely. Failure to do so could cost you your life.

3. This policy mirrors current safety and traffic regulations, and is punitive in nature. Violation(s) of its provisions is punishable by Article 32, Uniform Code of Military Justice.

4. Risk is a choice - TAKE CHARGE!

5. This policy supersedes the 19 October 2006 battalion policy memorandum edition, is effective immediately, and will be posted on the permanent section of all unit bulletin boards.



DENNIS D. DAWSON
LTC, AG
Commanding

2 Encls

1. Risk Mgmt Worksheet
2. CDR's Rider Agreement

Distribution:

- 1 each Company, w/copy furnished to National Support Element
- 1-Each motorcycle operator

MOTORCYCLE RISK-MANAGEMENT WORKSHEET <small>(Memo, HQ USAREUR/7A, AEAGA-S, Mar 06, Subject: Army in Europe Motorcycle Safety Campaign)</small>					
Applicant's name:					
Applicant's grade:			Applicant's unit:		
Applicant's motorcycle make and model:					
Power-to-weight ratio					
<0.1	0.10 to 0.14	0.15 to 0.20	0.21 to 0.28	>0.28	
1	3	5	7	9	
Length of ownership					
<6 months	<1 year	<2 years	<3 years	3 or more years	
5	4	3	2	1	
Age of rider					
18-22	23-27	28-35	35-45	>45	
3	4	5	3	4	
Grade					
E1-E4	E5-E6	E7-E8	E9	DOD civilian	
4	6	3	2	4	
O1-O2	O3-O4	O5-O6	>O6		
3	5	3	1	Family member	
W1	W2	W3	W4/W5	4	
4	5	3	4		
Motorcycle riding experience					
<6 months	<1 year	<2 years	<3 years	3 or more years	
5	4	3	2	1	
Riding experience in the European theater					
<6 months	<1 year	<2 years	<3 years	3 or more years	
5	4	3	2	1	
Driving record (within the last year)					
More than 1 citation	1 citation	No citations			
6	3	0			
Safety equipment					
Not available	Minimum	Enhanced			
Suspend	2	0			
Disciplinary incidents					
Recurring	1 in last 2 years	None			
5	2	0			
Recent return from deployment (within last 6 months)					
Yes	No				
4	0				
Risk category Low risk Medium risk High risk Extremely high risk		Total 22 and below 23-27 28-32 >32		TOTAL: 	
Commander's signature:					
Commander's name/grade:					
Commander's contact telephone number:					

1. Applicant's name, grade, unit, and motorcycle make and model. Self-explanatory.

2. Power-to-weight ratio. This can be obtained from the bike's owners manual or from the Internet. The power factor is the maximum horsepower that the motorcycle produces. The weight is the "dry weight" of the motorcycle (without rider, passenger, or fuel).

a. Example #1: 2000 Harley Davidson Super Glide Sport (information from H-D website)
Dry weight: 619 lbs Horsepower: 65 hp $65 \text{ hp} / 619 \text{ lbs} = 0.105$

<0.1	0.10 to 0.14	0.15 to 0.20	0.21 to 0.28	>0.28
1	3	5	7	9

b. Example #2: 2005 Yamaha YZF-R1 (information from Yamaha website)
Dry weight: 385 lbs Horsepower: 180 hp $180 \text{ hp} / 385 \text{ lbs} = 0.468$

<0.1	0.10 to 0.14	0.15 to 0.20	0.21 to 0.28	>0.28
1	3	5	7	9

2. Length of ownership. This is the length of time that the individual has owned this particular motorcycle. Different motorcycles have different handling characteristics; familiarity with these unique characteristics reduces the risk to the rider.

3. Age of rider. These risk factors are based on historical data concerning individuals involved in motorcycle accidents.

4. Grade. These risk factors are based on historical data concerning individuals involved in motorcycle accidents.

5. Motorcycle riding experience. The longer individuals ride, the better they become at recognizing situations that pose a hazard to themselves and the better their skills become in reducing these hazards.

6. Riding experience in the European theater. Driving in Europe presents many hazards that are unique to this environment. Those with experience on the European road system are better able to identify these hazards. This factor is based on the cumulative time that an individual has been in Europe (including multiple tours).

7. Driving record (within the last year). Statistical studies of accident data have shown that individuals who have received one or more citations for moving traffic violations (within 1 year) are more likely to be involved in an accident.

8. Safety equipment. This risk category involves many factors. The helmet should be inspected to ensure it meets regulatory guidance (DODI 6055.4, AR 385-55, AE Reg 190-1, and AE Reg 385-45). "Shorty" helmets are not acceptable. Ensure that the individual has the proper eyewear (goggles or helmet face shield). By the regulations, long pants and a long-sleeved shirt or jacket are the "minimum" requirement. Riders are encouraged to supplement this minimum requirement with leather or ballistic nylon pants and a jacket. "Minimum" footwear consists of leather boots or over-the-ankle footwear. Purpose-built motorcycle clothing and footwear are designed to provide additional protection to the individual during an accident. Purpose-built motorcycle clothing and footwear are considered "enhanced equipment." The commander should suspend an individual's riding privileges until the individual has the minimum equipment. Individuals who have made the necessary commitment to purchase their own equipment tend to be safer riders.

9. Disciplinary incidents. Self-explanatory. These include any incident that the commander deems appropriate.

10. Recent return from deployment. This risk factor addresses the individual's lack of recent riding experience, elevated risk threshold, and the increased stress associated with a recent return from deployment.

11. Total. Cumulative points awarded in each risk category.

12. Risk category and total. The commander must mark the risk category of the individual (low, medium, high, or extremely high) based on the total. While a "high" or "extremely high" category does not prohibit the individual from obtaining a license, identifying these high-risk individuals helps the commander remain aware of the situation and apply additional control measures to reduce the risk to the individual (for example, probationary period, restricted to riding with mentor or coach).

13. Commander's signature, printed name/grade, and contact telephone number. Self-explanatory.

AE FORM 385-55B (TEMP), MAR 06 (BACK)

COMMANDER'S MOTORCYCLE RIDER AGREEMENT

(For use of this form see USANATO Policy Letter # 39)

To be kept on file for 2 weeks after soldier leaves unit and updated quarterly or when changes in status occur. Commander is held accountable for the record keeping of this form.

1. DATE:

2. The motorcyclist received a motorcycle safety brief on this date: _____

(To be given when coming to unit or purchasing, renting or borrowing a motorcycle in accordance with USANATO Policy Letter # 39, Motorcycle Safety)

Department of Transportation DOT and ECE approved helmet is required. Eye Protection, Clothing, Foot Protection and Headlights are additional personal equipment requirements. If you fail to use all required personal protective equipment per Policy Letter #39, Motorcycle Safety, you may be subject to UCMJ action and loss of motorcycle rider privileges.

3. Date motorcycle license will expire *(attach copy)*:

4. Issuing state and class of license:

5. Date registration and license plate will expire:

6. Date motorcycle insurance will expire *(attach copy)*:7. Last inspection of motorcycle by unit *(attach POV Inspection Checklist)*:8. Date of completion for the Army-approved motorcycle safety course *(attach copy of certificate)*:

9. Motorcycle Safety Foundation Number and Course:

10. Risk assessment of Soldier *(use AE Form 385-55B (TEMP), Motorcycle Risk - Management Worksheet to assess and check the appropriate risk code)*:☐ Low☐ Moderate☐ High☐ Extremely High

Date of Last Risk Assessment _____

Comments:

11. It is the responsibility of not only the commander to ensure motorcyclists reduce the risk to themselves but also the rider, the rider's supervisors, and those who work with them to foster an environment that is conducive to safety mentorship. Preventing an accident before it can occur is the goal of accident prevention and this agreement is between the commander and the cyclist.

I, _____, will inform my commander anytime the information on this form changes to ensure the trust the commander places in me is well founded. I also agree to assess all risks prior to and during my riding and furthermore abide by all laws, regulations, and rules of conduct on the highways, roads, and installations. I will ensure all documentation is current and available at all times.

As the Unit Commander, I, _____, will ensure all regulatory guidance is followed and take full responsibility when it is not. I will ensure the safety and well-being of my soldiers comes first. A fatally injured soldier hampers the command mission and I will do my best to ensure mission success. I will always be available to mentor and assist those that sign this agreement.

12. INDIVIDUAL'S SIGNATURE AND DATE:

13. UNIT COMMANDER'S SIGNATURE AND DATE: